

Details.

NORDDEUTSCHER LLOYD.

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MALTA, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINZ Eitel FRIEDRICH" (Capt. F. Frosch) (T. 6,000)	Wednesday, 19th Oct., Noon.
SHANGHAI, TSINGTAU, KOBE and YOKOHAMA	"PRINZESS ALICE" (Capt. F. Frosch) (T. 30,000)	19th October.
JESSELTON, KUDAT and SAN	"BONRO" (T. 5,500) (Capt. F. Simbill)	Saturday, 22nd October, 9 A.M.
MANILA, YAP, MARONI, NEW GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WILHELM" (Capt. F. Isaka) (T. 6,100)	Saturday, 5th Nov., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

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NORDDEUTSCHER LLOYD,
MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th October, 1910.

Intimations.

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VETARZO BRAIN AND NERVE FOOD

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Authorities,I HAVE always on hand large stock of
American Fir, Douglas Fir, Oregon
Pine, Teak, Yacca, Hardwoods, Oregon Spur,
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Inspection invited to the Yards.Best Terms,
Quick delivery.LEUNG TAI,
Managing Director,
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WHISKY, &c.EVERY KIND OF
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Codes used—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.I., and
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DEY DOCK DEPARTMENT:—Telephones: Nos. 876, 508, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 515 ft. Docking Length 376 ft. Docking Length 481 ft.
Width of Entrance 80 ft. Width of Entrance 50 ft. Width of Entrance 63 ft.
Water on Blocks 28 ft. Water on Blocks 26 ft. Water on Blocks 28 ft.

Mooring basin 600 feet x 100 feet x 15 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of anchor, booms, tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

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106 buildings, principally of brick and steel, 358 entrances, 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of 1.56 miles in length, part having a depth of 15 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910.

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THE HONGKONG LAND INVEST.
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Wan Chai, 1st July, 1910.

DRAGON CYCLE
DEPOT
62, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY.
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Telephone 156.

Hongkong, 27th January, 1910.

PORLTAND CEMENT.

In Casks of 275 lbs. net.

In Bags of 200 lbs. net.

DAIWAN TOWNS & CO.
Manufacturers.

Hongkong, 10th October, 1910.

BOLLION.

Levi's, Samuel Whitbread and Co's Circular dated London, September 22, contains the following:—

Gold.—There was a somewhat heavy composition for the £50,000, bar gold which arrived from the Cape and India. £10,000 is being shipped to India in the form of small bars, and the balance of the arrivals has been taken for the Continent. The quotation rose on Monday to 7s. 6d. per oz. Std.

The following amount was received by the Bank of England:—

September 19, £8,000 in sovereigns from Australia.

Withdrawals were made as under:—

September 1st, £100,000 in sovereigns for Alexandria. £40,000 in sovereigns for Constantinople, £2,000 in sovereigns for South America.

September 16, £50,000 in sovereigns for Egypt.

September 17, £150,000 in sovereigns for Alexandria. £100,000 in sovereigns for Constantinople.

September 19, £5,000 in sovereigns for Peru.

September 21, £150,000 in sovereigns for South America.

During the week there has been a total efflux of £1,075,000; still the Bank Return shows a net reduction of only about £600,000.

Silver.—The silver market this week has been slightly more interesting than recently. Buying orders from both India and China, coming in a market somewhat scantly supplied, resulted in a gradual improvement in the price from 24s for cash and 24 9/16 for two mos on the 16th instant, to 24d and 24 13/16 quoted on the 21st instant. On the latter date considerable purchases were made for the Indian Bazaar, induced by the fact that the Bombay speculative group may be likely to call up all the silver that is due to them on the settlement, which takes place on the 24th. Calcutta has also bought moderately. On the 21st instant, holdership about £100,000 silver to Shanghai, which we understand has not yet been sold. A reaction of 1/16d occurred to-day on sales from China, but the tone of the market seems quite steady, as long as there is no unloading by the speculative group.

We understand that a considerable amount of silver will be sent to Bombay by next week's steamer, which is due to arrive in time for the October settlement. The daily offtake there is about seventy bars.

The Chinese change still remains on parity with silver, and a fairly considerable business has been transacted both ways by Shanghai. In this connexion it is interesting to note the extraordinary development of the soya bean trade. Whereas in 1907 the total exports of beans and bean-cake from Manchuria amounted to only £1,000,000, in 1909 the total reached £6,750,000. The crop this year is exceptionally good and is estimated at fully 1,000,000 tons, and as the price has advanced, we should not be surprised if the total shipments considerably exceeded the high figures last year. We need hardly say that this in itself is distinctly a 'bull' feature as regards silver.

Messrs. Mocatta and Goldsmith's Circular dated London, September 2, says:—

The silver market has shown more activity during the past week and the price with slight fluctuations has advanced from 24d, quoted a week ago to 24 13/16d, which is the rate to-day. The buying has been chiefly for Bombay and over £100,000 has been shipped this week to India. Next week being settlement steamer, a fairly large shipment is again expected to be made in spite of the stock—there being over 17,000 bars. China has been more of a buyer than a seller and the offerings from New York have been very small. The difference between spot and forward which throughout the week has been 1/16d, has to-day disappeared and the quotations are identical.

Gold has been in good demand for the Continent and the whole of this week's arrival was bought for export. Sovereigns to the value of £65,000 have been withdrawn from the Bank of England during the week for Egypt, Turkey and South America.

At St. James-the-Less, Plymouth, on September 14 there was a military wedding. The bridegroom was Lieut. Andrew Veltch, R.G.A., quartered at Plymouth Citadel, eldest son of the late Mr. Andrew Veltch, of Shanghai and Hongkong, and the bride Miss Velma M. D. Kinloch, eldest daughter of Miss H. Hamilton Kinloch, late of Winterbourne-Easts, White Bear. The best man was Captain and Adjutant Armitt, Devon R.G.A., and six brother officers were groomsmen. Lieut. R. J. H. Kinloch, of the R.G.A., gave away his sister, who was attended by Miss Betty Kinloch, a "best girl," the six maid-servants being Misses Violet Fortune, Leslie Veltch, Nada and Kitty Moberly, M. Andrew Veltch, and Cicely Ticehurst. The presents numbering over 200, included a silver tea kettle presented to the bridegroom by his brother officers of the mess.

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LIMITED.

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VERY OLD LIQUEUR
SCOTCH WHISKY
A Blend of the Finest Pure Malt
Whiskies distilled in Scotland
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GENUINE AGE
AND
FINE MELLOW
FLAVOUR.Robert Porter & Co.'s
BULL DOG
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LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910.

changed since then. We have heard a very angry naval officer cry out at a bluejacket who was not "putting his back into it" when hauling at some rope or other, while some work was being done, "Here you, Tompkins, are you afraid of hurting your dainty fingers, you pretty darling?" That man instantly put his whole strength into the job, and his face of disgust was really worth seeing. We believe that in the Navy of today, swearing and abusively foul language are barred as bad form, by the officers most certainly, by the petty officers, probably.

And the Navy works as hard to-day as ever it did. With regard to the drill sergeant, it is unfortunately true that many recruits are provokingly stupid, and that many non-commissioned officers are unnecessarily brutal. This has often been said of the German, and especially of the Prussian, army, yet we have known, with admiration, a Prussian drill sergeant put a recruit through his drill with surprising success, without once using the name of the Deity or of any holy or unholy spirit, without using a word that his mother might not have heard, and yet that recruit was more than once boiling with indignation at the withering sarcasm which his clumsiness had brought upon him. To plead therefore that workmen won't or can't understand orders without being sworn at, and that the habit thus engendered in one accustomed to command has become ingrained, and that he cannot express himself forcibly without using words which are not even to be found in the Bible, as a sailor once put it, is to offer a defense that is bound to break down. Whether it was ever true, in Marryat's time or before it, is doubtful, and we see that it is untrue of the Navy and Army of our days. Even if there were some excuse for misusing sacred names and for employing terms of foul abuse when engaged in very strenuous and exacting labour, there can be none of any kind at all for doing so in ordinary speech. The King's English is rich and expressive language, full of picturesque adjectives. A man, therefore, who has only three adjectives in his vocabulary wherewith to express emphasis, every one of them either an uneducated reference to the future state of the wicked, or a horribly and revoltingly filthy word, is either grossly ignorant of his mother tongue, and therefore to be pitied as a half-dumb uneducated barbarian, or a wilfully foul-mouthed Russian, to be shunned by people of refined manners and good taste. And this, we must point out, is the reason why the latter so often, quite unjustly, are accused of snobbishness or proud exclusiveness. In a community like ours in Hongkong, where numbers of men live near together in a very small area, social distinctions are apt to become marked, and therefore social jealousies keenly felt and bitterly expressed. There is also a natural tendency for people to form little cliques each a little "Society" as it were. This is quite as it should be, provided that exclusiveness in acquaintance does not mean the exclusion of some in a place like this to know everybody, and all one can do is to settle down to know a few people, with whose habits of thought and of life one is in sympathy, and as far as possible to restrict one's acquaintanceship to them only. It is erroneously supposed by some that women are the greatest snobs, and are more eager to "get on" in the social world (whatever that may mean) than men are. It is imagined by some that to dine occasionally at Government House is the height of felicity and should be the aim of every aspirant to social success. Many think that the highest classes in the Colony are the official, Naval and Military, etc. Bitter heartburnings are felt because Mr. So-and-So of such and such a service has not seen fit to extend and develop into nearer acquaintance that nod of recognition which may be the only result of an introduction. All this is in reality very silly. The people one meets at a dinner at Government House are not, as a general rule, more interesting or worth dining with than any other people of the same birth and breeding, and as for distinction of classes, among gentlesfolk there isn't any. There is no reason to resent Mr. So-and-So's apparent exclusiveness; the poor man's "circle" of people whom he is obliged to remember to recognise is almost more than his memory can bear, that of those to whom he is bound by many nearer ties of intimacy, is already uncomfortably large. The slightness of his recognition is therefore no slight intended to the person recognised. Some men are, of course, so versatile and so adaptable that the number of people they know quite well and associate with is enormous. Their memory for names and faces and characters and idiosyncrasies is really wonderful. Even if such a man, however, fails to include one in the remembered number, there is not the smallest cause for chagrin or surprise. He has reached his limit, that is all. People who are well endowed with the goods of this world naturally incline to each other's society, and not unaturally exclude those less well off than themselves. This is not necessarily being perverse. On the contrary, such an attitude, may be prompted by the most genuine and kindly good-feeling. It is impossible for the poorer people to join in

amusements and pursuits which are beyond their means, and, however refined and well-bred such people may be, they are only a cause of embarrassment and awkwardness when they are prompted by a mistaken social ambition to attempt to do so. We wish to point out that many gentlesfolk are misunderstood because they restrict their acquaintances as far as possible to those who have attained their ideal of gentility. We have heard a burly sea captain complain of the slight which he averred were constantly being put upon him on account of his belonging to the merchant service. He said also that it constantly happened to him to be "dropped" by men to whom he had been introduced, and who had been quite civil to him at the time, and on other occasions. He could not understand it. We, remembering another sea captain, also of the merchant service, who was a *persona grata* in those very circles which were closed to the other, could understand it very well. The truth is that the former, though one of the most gallant and efficient seamen in the world, notorious for his courage, capability and physical strength, was a terribly foul-mouthed man. Though he was well educated and well read, and came of one of those families which seem specially ordained to provide the Navy, Army and the "Professions" with officers and distinguished men, he found himself excluded by the class of people which gladly welcomed his cousin. His horrible and revolting bad language was in reality the sole cause of it. And men who desire to frequent the company of gentlesfolk must not imagine that it is sufficient to be "one of Nature's gentlemen" in order to be entitled to claim that privilege as a right. A gentleman is not by any means a mere product of Nature, but rather of the most careful nurture and culture. It is insufficient to be brave, loyal and honourable; to be a gentleman and fit company for gentlemen demands all that and more, much more. One of the most imperative of these demanded requirements is a cleanliness and reverence of speech which even if it is not, at least ought to be, the outward expression of a clean and reverent mind.

LOCAL AND GENERAL.

The Military Barracks at Mount Austin, the Peak, have been flying the "pennant" for the last few days.

The *Royal Arthur* left this morning for Home with the paid off crews of H.M. Ships in the China Station.

A CHINESE was given three years' hard labour at the Criminal Sessions this morning for kidnapping an eight-year-old child.

Six natives appeared at the Magistracy this morning for fishing with explosives at Stanley. One of the men was fined \$50 and the rest \$10 each.

Six weeks' hard labour and four stocks was awarded a native at the Magistracy this morning for stealing a basket and a few other articles.

A NEW Chinese paper called the *Min Li-fao* (meaning "paper established by the people") made its appearance in Shanghai, on the 11th instant.

"The Triangle" continues his onslaught on Republican Macao in an article on "The Breadless House," for which we regret there is no room until our next issue.

A SCOTTISH newspaper records, with evident surprise, that a policeman and a reporter have been added to the roll of elders in a Stirling church. The appointment is a proof, it says, that the members of these professions are not all so black as they are sometimes painted.

IN our report of Saturday night's performance in aid of the *Bedford Relief Fund*, we inadvertently stated that Mrs. Schofield did not sing. The lady in question being practically a newcomer on local boards, she was confused with another local star through an error of identification.

The Java mail brings word that the Chinaman arrested on the charge of defrauding the Hongkong and Shanghai Bank at Sourabaya has confessed. The confession implicates a cashier. He refused to disclose where the money was kept. Suspicion fell on him because he was pending money freely.

RETURN of visitors to the City Hall Library and Museum for the week ending the 16th October, 1910:

Non-Chinese	388	229
Chinese	171	2,891
Total	559	3,120

AT the Criminal Sessions this morning, a native was sentenced to three years' hard labour for larceny. The defendant, who pleaded guilty in the charge, has previous convictions recorded against him and had in several instances to serve terms of six months for returning from banishment.

A CORONER'S inquest was held by Mr. E. R. Hallifax at the Magistracy this afternoon to inquire into the circumstances attending the death of a Chinese prisoner in the Victoria Gaol. The jury was as follows:—Messrs. A. L. A. Hiscock, H. C. Hildebrandt and F. D. Barreto. The medical evidence showed that death was due to extreme exhaustion. A verdict was returned in accordance with the medical evidence.

SAMPLES of Chinese ground-nuts received at the Imperial Institute from Hongkong, show that at least two forms are cultivated in China; one of these produces a fairly large pod containing two seeds, and the other a small one; two to seed pod with herculanum strongly marked on the surface. So remarkable is this that in its list of the principal ground-nut producing countries, that journal entirely ignores China's position. As a matter of fact, China stands amongst the foremost of ground-nut producers.

The Wanchai Fire.

BIG DAMAGE.

As we reported in our issue of yesterday a very serious fire occurred in Wanchai last evening, when an outbreak took place in the timber yards fronting the harbour almost opposite Mr. Mody's coal depot and the Praya East Hotel. What the cause of the fire was, no one seems to know, but it may be readily surmised that where boat-building is carried on and shaving are scattered about in profusion, a dropped match or the end of a cigarette might well have set the place ablaze.

It was, the inflammable character of the contents of the yard where the fire first occurred—namely, Haug Tai's—rendered it impossible to stop the flames and the whole yard was soon in a scorching blaze with plenty of material to feed upon. The whole establishment was soon in such a state that the carpenters had to flee for their lives and discard their tools. Last night it was feared that one very old man had been left behind, but upon inquiry this morning our reporter learns that he got safely away from among the burning sheds.

Needless to say, the FIRE BRIGADE

were on the scene in a hurry and Firemaster Macdonald was amongst the first arrivals. At that time, the wind was blowing from the Kowloon side and the blocks of dwellings fronting the shipbuilding yards were in imminent danger of becoming involved in the conflagration; so, that as soon as the hoses were coupled up, the Firemaster's first consideration was to secure the safety of these buildings. Already the shop sign-boards had been scooped out and the inhabitants of the upper floors had cleared out in alarm but after a plentiful spray of water had been thrown over the frontages all danger was averted. And, luckily, the then prevailing wind veered round in the opposite direction.

This change of breeze enabled the Brigade to bring all their energies to bear upon the burning timber and boat-sheds, which, however, were of such

FLINSY STRUCTURE.

that they went up like match-wood. In the meanwhile (thousands of people had assembled on the Praya to witness the sight). The flames were rising to a great height with fierce brilliancy and vast clouds of smoke were ascending to the skies. As a spectacle it was well worth seeing had it not been that personal property was concerned.

About half past four o'clock a squad of blue-jackets from H.M.S. *Royal Arthur* arrived in a steam pinnace and rendered excellent service, principally in taking a big jolly-boat out of the danger zone. Also on the pierce there came an armed marine guard, who were a welcome addition to the Police in preventing the burning yards from being looted by the surrounding multitudes of Chinese vultures.

On the Harbour side one Police launch, and the steam pinnace from the *Royal Arthur* took care that none of the sampans people made away with spoil. One boatman was arrested in the act of purloining a number of planks and was handed over to the Police.

So fierce was the conflagration that the wind carried it into the adjoining yards, which extend along that part of the Praya to an extent of about one hundred yards and all in turn were involved in the flames. The yards destroyed are the Haug Tai, Loong Fing Lee, Sam Lee, Kwan Leung, Oban Tai Kee and Man Hop—all of which are believed to be insured, though two are doubtful, the owners being in Canton at present.

Damage is variously assessed at from \$75,000 to \$100,000. This morning the Fire Brigade was still engaged in throwing water upon the burning debris.

The proceedings were still in progress when we went to press.

CORRESPONDENCE.

ROBBERY WITH VIOLENCE.

WOMAN IS GAGGED AND HAS BANGLES WRENCHED OFF.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, John Grant, formerly a Land Surveyor in the Public Works Department, was indicted under eleven charges of obtaining the sum of \$1 from various villagers by means of false pretences. Hon. Mr. W. Rees-Davies, Attorney-General, instructed by Mr. H. L. Danrys, Sr., from the Crown Solicitor's office, prosecuted and Mr. Eldon Potter, instructed by Mr. J. H. Gardiner, appeared for the defendant.

The jury was as follows:—Messrs. G. F. Eberius (foreman), E. Williams, E. A. Jones, A. C. da Silva, A. M. Smith, K. H. Held and J. Topliss.

The Attorney-General stated that the prisoner was charged under two counts. Prosecution gave evidence at the Police Court but she subsequently became ill and went to hospital.

The case was allowed to stand over from the last Sessions but the woman was still in hospital and he therefore asked the Court to allow him to put in her evidence which was given at the Police Court. The woman knew both the prisoners since last year at Tai Po. On the date in question they went to her house at about three o'clock in the morning. She opened the door and was nearly throttled. The men then gagged her and took her things. She called out, upon which the man ran away. Next morning, both men went to a pawn-shop and pawned the bangles. The men were identified at the Police Station, where one of the men stated that it was the other who stole the bangles and added: "He did not even give me one cash." The man also said that the other prisoner gagged the woman and he put her hands behind her back and took off the bangles. The bangles were pawned for \$5.80, out of which he received 40 cents. On that evidence, a verdict of guilty must be returned.

Prisoners were found guilty and sentenced to three years' hard labour each.

MORRISON STREET COLLAPSE.

INQUIRY AT THE MAGISTRACY.

Before Mr. E. R. Hallifax at the Magistracy this morning the adjourned inquiry into the Morrison Street collapse was concluded before the following jury:—Messrs. A. L. A. Hiscock (foreman), H. C. Hildebrandt and F. D. Barreto. Mr. M. J. D. Stephens appeared for the Union Insurance Society and the Patriotic Insurance Company. Mr. P. W. Goldring, of Messrs. Goldring, Barlow and Morell, represented the Kit Hung firm.

Police-Sergeant Lee stated that at about 9 p.m. on the 17th of September last, he saw a collapse near the Western Market, and on going up close to the place, he found that Nos. 13 and 15, Morrison Street had collapsed. He tried to save life from among the debris. There was no fire. Fire was reported about a quarter of an hour afterwards at No. 15. He then proceeded to assist in the work of rescue.

His Worship:—Can you say from your view of the collapse, which part fell first and which afterwards?

Witness:—No.

Proceeding, witness stated that there was only one party wall. Part of the rear wall fell. The rear walls of Nos. 13 and 15 were still standing. The debris extended right across the street. Shoring were put up at No. 11.

Sergeant Garrod spoke to finding some dead bodies among the debris and the identification of same. One of the bodies was in a terribly mutilated condition and could not be identified. The corpse had reached an advanced stage of decomposition.

The proceedings were still in progress when we went to press.

MERCANTILE MARINE OFFICERS.

GOODS OBTAINED IN CAPTAIN'S NAME.

Before the Chief Justice, Sir Francis Pigott, at the Criminal Sessions this morning, Robert Sturt, a seaman on the s.s. *Drummond* was indicted on a charge of obtaining goods by means of false pretences, to wit, forging a document purporting to be signed by S. Watt, Captain of the *Drummond*, on the 9th October last. Mr. G. G. Alabaster, instructed by Mr. H. L. Danrys, Sr., from the Crown Solicitor's office, prosecuted while prisoner was unrepresented.

The jury was as follows:—Messrs. G. K. Haxton (foreman), J. Simpson, A. L. Dawson, F. L. Silva, O. B. H. Van Delden, R. L. Bridger and W. Wanapple.

Defendant was being asked to swear his plea and signing the forged document but added, "I can honestly say I didn't mean to defraud."

The Chief Justice:—You can say that afterwards.

Mr. Alabaster stated that prisoner was charged under three counts, which were (1) forgery with intent to defraud; (2) uttering a forged document; and (3) obtaining goods by virtue of a document purporting to come from the Captain of the *Drummond*. On the 9th October last, defendant was entitled to a certain sum of money which was in the hands of the Captain, the amount being \$100 worth of goods. The forged document purporting to be signed by the Captain was to be delivered to the defendant in his possession and it was very foolish of defendant to act as he did, because although he gained some advantage by obliterating the clothes, the Captain did not stand to lose anything. The defendant pleaded that he was not sober at the time and had no intention of defrauding anyone, but there was the question of depravity to be considered. Counsel then laid down the law relating to false pretences and explained to the jury that the question they would have to decide was not whether the Captain had lost anything but whether the defendant intended to defraud.

A verdict was returned in accordance with the medical evidence.

The Chief Justice:—You can say that afterwards.

Mr. Alabaster:—I can say that afterwards.

THE SUGAR INDUSTRY IN NEGROS ISLAND.

BIG DEVELOPMENTS.

We have received from Dr Paul C. Freer of the Philippines Bureau of Science a copy of the newly-issued publication "The Sugar Industry in the Island of Negros," compiled by Mr. Herbert S. Walker, giving a complete statement of the present methods of sugar production in the chief producing island in the Archipelago. It contains a map and many illustrations, as well as particulars regarding analyses of soil, cane, juice and bagasse; estimates based on actual information as to the cost of production, cultivation, cost and location of power and central factories.

The sugar crop for the current six months, or practically the main sailing season of 1908-9, on the Island of Negros, taking with him a portable laboratory for the analysis of canes, mill juices, bagasse, and sugar-house products, and, through

COURTESY OF THE PLANTERS, was facilitated with conveniences for carrying on his work directly on the plantations in the more important sugar districts of the island, being at the same time afforded an opportunity of observing the methods commonly employed in the cultivation of cane and the production of sugar. Representative samples of soil were also secured from each locality, together with all possible data as to their productiveness in quantity and quality of cane and sugar yielded.

In point of total sugar produced, Negros has for many years led all other provinces; during the past forty years it has been more closely and intensely devoted to this branch of agriculture than any other section of the country; and, owing to the practical dependence of the majority of the inhabitants on the yearly sugar crop for a livelihood, the industry has been more highly developed here than in the majority of other sections. Out of a total of approximately 180,000 metric tons of sugar made in the Philippine Islands during the season of 1907-8, 73,408, or a little over 40 per cent, came from the Island of Negros alone.

THE HACIENDAS of Negros are owned and managed almost exclusively by Spaniards, Spanish mestizos or native Visayans. Of other nationalities there are only a few Swiss, one or two Americans, and occasionally a Chinese mestizo. Spanish is the universal language among the hacenderos, and is probably in more common use here than in any other part of the Islands. Practically all of the native planters speak Spanish, while only in exceptional cases is one to be found who understands more than a few words of English.

As a result of the analyses made by him, the author comes to the conclusion that while Negros, handicapped as it is by severe tropical rains during a great portion of the year, may never hope to rival the irrigated lands in the Hawaiian Islands, there is no reason why it should not eventually produce fully as much sugar per hectare as the non-irrigated portion of that country. It is regrettable that small attention has been given to fertilization of the soil,

CROP AFTER CROP being reaped with apparently no thought for the future. The author thinks that the data he has been able to gather establishes rather conclusively the fact that, contrary to the general impression that "nothing good can come out of the Philippines," the native cane ordinarily grown in Negros is, in respect to the richness and purity of its juice, equal to that of almost any other sugar-producing country in the world, and, having in addition a comparatively low fibre content, could hardly be improved upon in its adaptability to a thorough and economical extraction by milling.

As regards the preparation of the land for ploughing, the old-style native wooden plough by the carabao is still largely in the majority, and, although American ploughs are coming into more general use each year, it will probably be a long time before the native implement is entirely supplanted, as the latter has the advantage of cheapness and simplicity.

THE SUGAR MILLS. Methods of transporting cane from the fields to the mill are numerous and varied. The larger, better-managed haciendas are fairly well equipped with light portable tramway, mostly of English, German, or Belgian make. Bullock-haulage is also employed, and in some cases men push the cars along the rails. The sugar mills of Negros may be divided into three classes—first, those driven by steam; second, those run by water power; and, third, those using carabao or oxen as a motive power. Of these, the steam mills greatly predominate; the carabao mills are rapidly disappearing; while the water-power mills are confined to the small interior haciendas.

GROWING THE CANE and manufacturing it into sugar does not end the labours of the planter in Negros; he must bring the sugar to the seacoast of the closest lorcha anchorage, load it, and arrange for its reception and sale at Iloilo. If he is fortunate enough to own a plantation near the sea or on the banks of some navigable river, loading the boat will only cost him 1 or 2 centavos per picul, while his neighbours farther inland must bring their sugar down a few tons at a time in carabao carts over not the best roads in the world, paying in extreme cases as high as 30 centavos per picul.

Transportation to Iloilo is effected in lorcha—small, flat-bottomed schooners, especially built for the trade, of very light draft, and having a capacity of 100 tons or less—the freight rate varying, according to distance, between 15 and 30 centavos per picul. Once in Iloilo, the sugar is taken in charge by the planter's agents, who attend to the discharging, weighing, classifying, repacking, etc., and either sell it at the market rate, or store it subject to orders in their warehouses.

On the whole, this work of Mr. Walker is of much popular interest, as well as containing a vast amount of comparative information that must be highly useful to all those engaged in the sugar industry in the Philippines.

CANTON DAY BY DAY.

SHAMEEN NOTES.

[From Our Own Correspondent.]

Canton, 16th October. Some time ago I reported the robbery and loss on the discovery of jewelry belonging to Mrs. Rule. The thief was handed over to the Nam Ho Magistrate and on Friday received his sentence. He is to be on the cangue outside the Standard Oil Company's premises and then be taken to the chief town of the district (Tung Koon) where he will have to undergo a period of two years' imprisonment. This is an exemplary sentence and it is to be hoped will act as a deterrent for any other Chinese desiring to make Shameen the scene of his nefarious actions. I also hear that the police have a clue that is likely to lead to the arrest of the perpetrator of another robbery committed here a good many months ago.

The weather during the last few days has been beautiful. The nights are delightfully cool while the mornings have crispness about them which is most enjoyable. The new swimming-bath is not so much patronised as an early morning as formerly, but the tennis courts are being well patronised and the Bund presents quite an animated appearance of an evening. There have also been several good football matches lately.

A DISTURBED WEDDING. A rich man named Ng living in the Sansing district had betrothed his daughter to the son of another rich family. The day of the wedding arrived and many valuable presents were sent. The local bandit got to hear of this and swooped down upon the house while the festivities were in full progress. The presents and all other valuables were quickly taken out of the house and the jewellery snatched from the persons of the women. In the midst of the scuffle the mother-in-law cried out that she recognised some of the men. One of the rascals at once drew a knife and fatally stabbed her. One person concerned has been arrested. Another bad case of robbery occurred a few days ago in Honam at a place called Tai Tong. A merchant, with a good sum of money in his possession, was seized by a number of robbers who deprived him of all he had and decimated. The aggrieved man reported his loss at the next military station and a few soldiers were sent off presumably to catch the marauders but after a short time came back saying that no trace of them could be seen. The merchant on his arrival at Canton reported the matter to Admiral Li at the same time giving his opinion that the military officer was in league with the bandits. A space of two days has been granted to the officer to recover the plunder, failing which he will be degraded.

CUTTING THE QUEUE. There is a great deal of talk going on about this subject just now and nearly all sections of the community, with the exception of a few conservatives, are favourable to the step being taken. I have heard many scathing denunciations of this useless appendage from many Chinese. It is stigmatised as dirty, useless, cumbersome and without beauty. The real root however of its present disfavour is that it is an outward and visible sign of the Manchu yoke. There is a great wave of patriotism passing over the land and anything that tends to show the Manchurian domination comes in for more or less severe censure. Even in the country districts the news that the queue is to be cut last year has been received with favour and even to as far remote place as Ying Tak I am told that many have already cut it off and that some have even adopted Western clothes. It is the costume question that is the knotty point. A gaudy Chinese in a long robe is not quite a thing of beauty that is a joy for ever and to adopt the Western style would, many Chinese say, ruin many native industries and put profit into the hands of foreign merchants. There is no doubt however that Chinese generally will find a solution to the problem.

BUILDING ACTIVITY IN CANTON. The building trade should be doing well here just now. Along the new Bund and towards Sha Ho there are a very large number of new hotels, shops and private residences in courses of construction. All these buildings are a great improvement on the old fashioned style for they are, almost without exception, roomy, commodious and well built. The fronts of some of the hotels are wonderful specimens of Chinese decorative art, many being profusely gilded from ground to roof. Near Sha Ho there is a scheme on foot to erect a number of palatial houses for wealthy men and the place will be laid out in broad walks and planted with trees. Already people are speaking of it as the "Chinese Shamian." In Honam, also, there is a great deal of building going on and here also the improvement in the style and size of the houses is noticeable.

NATURALISATION NOT RECOGNISED. Some time ago a Chinese named Tsoi Mai became a naturalized subject of Portugal. A few days ago he made application through the Portuguese Consul for a passport to enable him to travel in safety through the Two Kwangs. The Viceroy refused to sign the document on the grounds that Tsoi is still a Chinese subject and that his Portuguese naturalisation counts for nothing as the permission of the Peking Government was not obtained. I know of a house, here in the Sai Kwo-to the wall of which is proudly fixed a large brass plate bearing the owner's name and underneath in large letters "British Subject."

REVOLUTIONISTS. The eastern part of the Chiu Chau district borders on the Fukien Province. Those who have been there report it to be a wild country inhabited by numbers of wild lawless people, who are always on the slightest provocation ready to give trouble. Knowing this, certain sects of revolutionists have chosen this place for their headquarters and there is likely to be trouble. To prevent possible strife, the Chiu Chau Brigadier General has stationed some of his best troops in the disaffected places and it is to be hoped his efforts will be successful. I have also heard that in the Kwai Chau Province attempts are being made to stir up

the people against the government and Christian Church. In the province in question, which is characterised by one of the most backward of China, the modern schools have come under the bias of the mob, the reason being that the new learning which emanates from them is unpatriotic.

CERUS TROUBLES. Such is the superstition of the people and the suspicion with which they hold those in authority that even such a small thing as numbering the houses preparatory to taking a census is a prolific source of trouble. It has been formerly reported how in different parts of the province riots of a more or less serious nature have broken out. The latest trouble to be reported has taken place in a remote place in the Lin Chau Prefecture, and the news has just been brought in by a missionary who has returned to the Provincial City. It appears that the deputy in charge of the numbering proceeded rather roughly with his work, refusing to give the natives an explanation for his proceedings. Friction at once broke out which ended in the retreat of the deputy and the demolition of a few houses. The word then went forth and the mission premises were to be destroyed and the missionaries found it necessary to make good their escape. The ultimate result of the disturbance is not yet to hand.

A DISTURBED WEDDING. A rich man named Ng living in the Sansing district had betrothed his daughter to the son of another rich family. The day of the wedding arrived and many valuable presents were sent. The local bandit got to hear of this and swooped down upon the house while the festivities were in full progress. The presents and all other valuables were quickly taken out of the house and the jewellery snatched from the persons of the women. In the midst of the scuffle the mother-in-law cried out that she recognised some of the men. One of the rascals at once drew a knife and fatally stabbed her. One person concerned has been arrested. Another bad case of robbery occurred a few days ago in Honam at a place called Tai Tong. A merchant, with a good sum of money in his possession, was seized by a number of robbers who deprived him of all he had and decimated.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claim will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910.

To-day's Advertisements.

FOR SHANGHAI, MOJI, KOSE AND YOKOHAMA.

THE P. & O. S. N. Co.'s Steamer

"JAPAN."

Captain H. W. Clark R.N.R., will leave for the above places TO-MORROW, the 19th inst., at 10 a.m.

For Freight or Passage, apply to

R. A. HEWETT, Superintendent.

Hongkong, 18th October, 1910.

[4]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"JAPAN."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharfs and Godowns Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 23rd inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representatives at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claim will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910.

[4]

COMMERCIAL.

15th October, 1910.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:

Allagars.....	4/9
Anglo-Javas.....	7/8
Anglo-Malays.....	23/3 ex div.
Balgowries.....	5/3
Batu Tigas.....	10/
Bertams.....	3/
Bukit Kajangs (pp.).....	4/6
Carey Uniteds.....	19/9 prem.
Castlfields.....	12/
Changkat Serdangs.....	5/9
Obras (part paid).....	3/8 prem.
Do. (fully paid).....	5/8
Damansara.....	15/
Eastern Internationals.....	1/10 prem.
Glenclays.....	5/75
Highlands and Lowlands 10/6 ex div.	
Indragiris.....	5/7
Kamunting.....	5/6 prem.
Kuala Lumpurs.....	16/5
Lanadrons (fully paid).....	—
Lauadrons (ppd.).....	—
Ledbury.....	7/5
Lingga.....	4/6
London Asiatics.....	12/- ex div.
London Ventures.....	6/-
Mertimaus.....	6/-
Pajams.....	5/12
Pegohs.....	5/3
Rubber Trusts.....	20/- prem.
Saggas.....	27/0
Sandycrofts.....	5/1
Sapongs.....	24/-
Seafolds.....	6/10
Shelfords.....	7/0
Singapore & Jokors.....	5/13
Sumatra Paras.....	10/
Sungel Chobs.....	97/6
Sungel Kapars.....	14/9
Tangkangs.....	34/6
Toorangle.....	5/- prem.
United Serdangs.....	10/0
United Singapore.....	5/50
United Sumatras.....	5/6
United Langkats.....	8/0
Duits.....	14/9
Tronohs.....	32/- ex div.
Para Rubber.....	6/- per lb.

SEPT. RUBBER RETURNS.

GALANG—1,500 lbs.

HWAMOOD—1,668 lbs.; Tin 305 piculs; Tin sales \$6,120; Revenue from tin mixed on tribute \$500; Working expenses on mining \$3,000; Approximate profit from mining \$8,620.

The Secretary reports that samples of milk were taken from the eight dairies in the Settlement on the 23rd inst., and forwarded to Hongkong for analysis.

To reply to a letter from Mr. Lim Hock Ful, he is to be informed that there is no objection to his cutting or trimming stone which has already been quarried, but it must be distinctly understood that no further quarrying or blasting is to take place after the 30th inst.

Mr. J. S. Fenwick, in tendering his resignation as Consul of China, owing to his approaching departure for home on leave, having briefly touched on the question of a Water and Drainage Scheme for the Settlement, begged to thank the Chairman, his predecessor in the chair, and the other members of the Council and especially the Secretary, for the courtesy shown to him during the two years he had been a member.

The Chairman, in proposing a vote of thanks, which was seconded by Mr. Mencarini and carried unanimously, said that Mr. Fenwick had during his two years' service on the Council performed excellent work, especially on the Works, Assessment and Finance Committees.

They were sorry to lose him, but it is to be hoped that his return to Amoy after what he hoped would prove an enjoyable holiday, they would again have the benefit and assistance. They wished him all good luck.

The Capt. Sup't reports that the following cases have been dealt with at the Mixed Court since the last meeting—1. Summons—Obtaining money under false pretences 1. Throwing robbery, etc. into the public drains 1. Encroaching on land 1. Debt 1. Failing to quit premises 1. Assault 2. Allowing cattle and pigs to stray 2. Summary Arrests 1. Wounding 1. Creating a disturbance 2. Assault 2. Trespass 1. Theft 2. Committing a nuisance 2.

(Signed) W. KRAUSE, Chairman.

By order,

C. H. MITCHELL, Secretary.

Thursday, 20th October.

Property sale by Hughes and Hongkong, 11 o'clock, noon.

Legislative Council meeting, 2.30 p.m.

Monday, 24th October.

Breaking-up of Camp, Hongkong Volunteer Corps.

Intimations.</div

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hong Kong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VICTORIA, 21 DAYS HONGKONG TO VICTORIA, SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B., &c. (Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPEROR OF CHINA" SATURDAY, OCT. 29TH.

"MONTEAGLE" TUESDAY, NOV. 8TH.

"EMPEROR OF INDIA" SATURDAY, NOV. 19TH.

"EMPEROR OF JAPAN" SATURDAY, DEC. 17TH.

"EMPEROR OF CHINA" SATURDAY, JAN. 14TH.

"MONTEAGLE" WEDNESDAY, JAN. 25TH.

"Emperor" Steamers will depart from Hongkong at 7 a.m. "Monteagle" 11 a.m.

Each Trans-Pacific "Emperor" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. or Quebec with Atlantic Mail Steamer as shown above. The "Emperor of Britian" and "Emperor of Ireland" are magnificient vessels of 14,500 tons, Speed 24 Knots, and are regarded as second to none on the Atlantic. The "Emperor" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal ports in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Cabins while crossing the American Continent by Canadian Pacific direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families. Full particulars on application to Agents.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

D. W. GRADY, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	YUENSANG	FRIDAY, 21st Oct., 4 P.M.
TIENTSIN	CHIPSHING	SATURDAY, 22nd Oct., Noon.
SHANGHAI, KOBE & MOJI	FOOKSANG	FRIDAY, 28th Oct., Noon.
MANILA	LOONGSANG	FRIDAY, 28th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	RUTSANG	SATURDAY, 29th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kaisang*, *Nansong* and *Fooksing* leave about every 3 weeks for Shanghai and returning via Kobo (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kodai, Lahad Datu, Simpang, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD. General Managers. Hongkong, 18th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FROM	STEAMERS.	TO SAIL
SHANGHAI	"CHINHUA"	20th Oct., 4 P.M.
HAIPHONG	"SINGAN"	22nd " Noon.
SHANGHAI	"ANHUI"	22nd " Midnights.
ILIGO & CEBU	"BUNGKANG"	25th " 4 P.M.
MANILA	"TEAN"	25th " 4 P.M.
SWATOW, CHEFOO & TIENTSIN	"XUBIANG"	25th " 4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.

DIRT SAILING TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chingan*, *Linton*, *Chihua*)—with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leaves Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Pier at 10 o'clock every Sunday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWINEY, AGENTS. Hongkong, 18th October, 1910.

HONGKONG—MANILA.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	8,540	R. Rodger	MANILA	SATURDAY, 22nd Oct., 11 Noon.
SAVIO	8,540	A. Fraser	"	SATURDAY, 29th Oct., 11 Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 18th October, 1910.

Shipping—Steamers.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

TRANS-PACIFIC SERVICE,

Concluding at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,

(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR
Straits, Ceylon, Australia, India,
Aden, Egypt, Mediterranean
Ports, Plymouth and London.

(Through Bills of Lading issued for Batavia, Persian Gulf, Governmental & Commercial and South African Ports.)

THE Steamship

"DEVANIA,"

Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for ROMBAY, &c., on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and cargo for the above Ports in connection with the Company's S.S. *Malva*, 10,883 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France

and Tea for London (under arrangement will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Malva*, having been received before the 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 17th October, 1910.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Belton, will be despatched for the above ports on THURSDAY, the 29th last, at Noon.

For Freight or Passage, apply to DAVID SASSON & CO., LIMITED, Agents.

Hongkong, 17th October, 1910.

NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"

having arrived, Consignees of cargo are hereby informed that all goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 24th instant will be subject to rent.

All claims against the steamer must be presented to the undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.45 P.M.

No fire insurance has been effected.

Bills of lading will be countersigned by DODWELL & CO., LIMITED, Agents.

Hongkong, 17th October, 1910.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 16th October, 1910.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. CO.'S STEAMER

"ASSAYE,"

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and stored at their risk into the Godowns of Holt's Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London &c., ex *Macedonia*.

From Persian Gulf, ex *B. I. S. N.* and *B. & P. S. N.* Co.'s steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

No fire insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee and the Company's representative at 10 A.M. appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 15th October, 1910.

NORDDEUTSCHER LLOYD, MELCHERS & CO., General Agents.

Hongkong, 14th October, 1910.

NOTICE TO CONSIGNEES.

FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. CO.'S STEAMER

"ASSAYE,"

Consignees of cargo by the above-named vessel are hereby informed that their goods are being landed and stored at their risk into the Godowns of Holt's Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

This vessel brings on cargo—

From London &c., ex *Macedonia*.

From Persian Gulf, ex *B. I. S. N.* and *B. & P. S. N.* Co.'s steamer.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 15th inst., at 4 P.M., will be subject to rent.

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E. A. HEWETT, Superintendent.

Hongkong, 15th October, 1910.

NORDDEUTSCHER LLOYD, M

RUBBER ESTATE RETURNS.

	August Sept. Total
Allager	3,550 21,970
Alor Pongau	2,379 3,628 13,157
Alma	1,000 1,100 4,850
Anglo Malay	52,654 59,162 104,818
Ayer Kuning	295 320 1,786
Ayer Molek	1,810 8,000
Ayer Pasar	7,000 5,870
Balgowrie	8,000 7,651 16,367
Batik Rabit	1,200 1,300 3,835
Banteng	3,400 4,133 19,307
Batu Caves	15,807 89,342
Batu Tiga	8,135 9,602 6,180
Berian	13,000 73,543
Bikam	5,500 3,145 16,767
Birch	1,29 1,675 5,893
Bukit Kajang	5,515 5,293 34,164
Bukit Rajah	35,903 27,643
Bukit Listang	4,000 4,700 29,970
Bukit Timah	873 1,422 3,861
Carry United	12,350 11,250 26,530
Castlesfield	4,579 5,047 31,168
Changkat Serdang	3,861 23,447
Changkat Salak	1,500 2,157 7,748
Cheng	— 950 950
Cleary	— 78,166
Consolidated Malay	164,835
Galedon	23,000 26,000 179,327
Obumor	— 1,74
Obersonse	2,400 2,385 10,030
Damansara	93,190 258,100
Edinburgh	6,500 46,500
Federated (Selangor)	17,058 91,348
F.M.S. Rabies	33,100 34,145 42,882
Gedong	21,000 23,000 117,700
Gle only	2,001 2,323 15,571
Glenbrial	4,88 4,784 19,403
Golden Hope	10,973 9,180 53,823
Golconde	— 86,853
Gula Kalumpang	— 10,800 20,500
Hai Kee	590 720 2,503
Hampden	11,000 12,000 57,930
Haylor	618 967
Heawood	— 1,100 4,000
High & Lowlands	39,847 43,173 37,183
Inch Kenneth	— 10,512 12,890 14,486
Iedragiri	86 3,695
Jimab	— 100 100
Jugra	— 10,018 51,072
Jebong	— 30,170 21,880 163,400
Kapar Para	— 80,708
Kamulug	8,880 8,940 127,612
Kempay	— 3,950 4,099 37,134
Kepong	4,100 21,709
Klebong	— 2,2 483
Kota Tinggi	— 3,098
Kuala Klang	— 13,411
Kukus	— 3,001 3,141 10,458
Krian Rbd. Est.	— 3,870 21,717
Kuala Lumpur	47,180 49,210 40,126
Laba	15,4 20,648 142,058
Lanadon	— 3,106 31,092 28,637
Ledbury	10,036 10,033 82,522
Libaggi	73,500 78,000 187,500
London Atlantic	— 27,148 8,678 117,789
Malaka Pinda	— 331 331
Malacca Plant	— 27,000 35,000 220,000
Merton	— 2,20 2,178 11,971
New Serendah	605 1,020
New Singapore	— 60 160
North Hockmuck	— 33,610
Nova Scota	— 16,370 17,500 83,405
Pajam	— 3,500 18,800
Patalling	— 26,000 27,554 134,017
Pegoh	— 3,810 5,104 30,420
Pengkalan Durian	— 835 1,156 2,659
Perak Plant	— 13,000 85,446
Port Dickson	— 785 4,246
Radella	— 3,017
Rambila	— 5,370
Riba Rubber	— 5,797 6,679 47,846
Rubas	— 18,500 20,700 110,729
Ratandu	— 2,000 2,050 11,604
R'bar Growers Assn.	— 3,950 25,837
St. Helena	— 105 630
Sangat	— 7,700 6,415 54,174
Salaha	— 7,666 8,073 49,108
Sangal Choh	— 4,830 31,000
Sangol Kapar	— 115,000
Sandycroft	— 9,104 58,385
Seafield	— 18,672 114,409
Selangor	— 201,141
Seremban	— 31,538 246,852
Sembawang	— 663 1,460
Senawang	— 6,646 8,386 46,908
Shelford	— 11,000 11,700 69,604
S'pore & Johore	— 8,535 11,665 85,915
Singapore Farm	— 5,000 5,275 44,375
Straits Rubber	— 10,700 15,800
Sungai Salak	— 3,700 12,880
Sungai Way	— 7,963 37,851
Suogai Chumor	— 1,630 1,630
Scaport	— 879 279
Tambakal	— 1,174 1,127 3,215
Tanjong Mallim	— 1,300 900 3,450
Telok Anson	— 790 2,035
Tall Ayer	— 11,500 82,300
Trinjalgar	— 275 294 1,744
Tremelby	— 6,500 27,663
Ulu Pandan	— 446 1,331
United Singapore	— 8,435 20,548
Ulu'ed Smastra	— 4,610 4,850 26,748
Vallambrosa	— 33,700 185,474
All totals are calculated for the calendar year instead of the financial year, which differs with many companies.— <i>Singapore News Paper</i>	

THE WEATHER,

On the 18th at 11.30 a.m.—The barometer has risen moderately over Japan and the Bonins the depression having moved away over the Pacific.

Pressure has increased slightly and is highest over N. China.

Moderate monsoon may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST.—1.—Hongkong and neighbourhood, E. winds, moderate; 1/4 fall.

2.—Formosa Channel, N.E. winds, moderate.

3.—South coast of China between Hongkong and Lamock, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Buying.

Selling.

11.30 a.m.

London—Bank T.T. 10/10

Do demand 10/9 1/6

Do 4 months' sight 10/10 1/6

Finance—Bank T.T. 10/10 1/6

America—Bank T.T. 45

Germany—Bank T.T. 10/10

India T.T. 10/10

Do demand 10/10

Shanghai—Bank T.T. 73

Singapore—Bank T.T. per H.K. 100

Spain—Bank T.T. 90

Iova—Bank T.T. 92

Iova—Bank T.T. 10/10

Buying.

1 months' sight L/G. 10/10

Imports sight L/G. 10/10

10 days' sight San Fco & New York 10/10

1 month's sight do 10/10

10 days' sight Sydney & Melbourne 10/10

1 month's sight France 10/10

1 month's sight Germany

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIS & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION FOR 100 SHARES PEAK'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT			
BANKS								
Hongkong & Shanghai Banking Corporation	130,000	\$125	\$125	\$1,100,000 \$15,000,000 \$350,000	\$2,0393 0	\$2 for first half year, ending 30.6.10 @ ex 1/6 = \$12.45	5 %	\$920 sellers \$86100
National Bank of China, Limited	99,935	\$7	\$6	\$4,000 \$10,000	\$20,552	\$1 (London 1/6) for 1909	...	\$80 buyers
MARINE INSURANCES								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,160,000 \$100,000 \$10,000	none	\$10 for 1908	51 %	\$175
North China Insurance Company, Limited	10,000	£15	£5	Tls. 220,000 Tls. 368,644 Tls. 137,908	Tls. 205 1/10	Interim div. of 7/6 for 1909	5 %	Tls. 125 sellers
Union Insurance Society of Canton, Limited	13,400	\$250	\$100	\$1,000,000 \$10,000 \$105,440 \$105,440 \$1,000,000 \$104,400 \$109,000	\$287,084	Final of \$10 per share, making in all \$50 per share for 1908 and an interim dividend of \$30 per share for 1909	7 %	\$40
Yangtze Insurance Association, Limited	13,000	\$100	\$60	\$100,000 \$10,000 \$105,440 \$105,440 \$1,000,000 \$104,400 \$109,000	\$707,687	\$11 for year ending 31.12.08 and interim of \$1 on account of 1909	7 %	\$15 sales
PIPE INSURANCES								
China-Flis Insurance Company, Limited	20,000	\$100	\$20	\$2,000,000 \$350,000 \$10,000	\$4,8406	\$6 and bonus \$1 for 1908	7 %	\$115 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$426,218	\$17 for 1908	8 %	\$855 sales
SHIPPING								
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$577,745 \$300,000 \$10,000 \$10,000	Dr. \$1,777	\$4% for 1906	...	\$10 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$500,000 \$10,000 \$10,000	Nil	\$1 for year ending 30.6.1908	...	\$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$25	\$15	\$1,000,000 \$10,000 \$10,000	\$24,766	Dividend of \$1 for 30.6.10	8 %	\$31 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$138,100	£7 537.8.2	6/- for 1907 on Preference shares only (ex 1/6 11/16 = £3. 154.)	...	\$58 sellers
Do. (Deferred)	60,000	£1	£1	£720,000	£192,094	Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1/- per sh. on sh. for '10	5 %	85/3 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000	£1,159	A dividend of 7% for yr. ending 30.6.1910	5 %	85/3 sellers
"Star" Ferry Company, Limited	10,000	\$20	\$10	\$10,000 \$10,000	£1,159	A bonus of 3% for yr. ending 30.6.1910	6 %	\$10
REFINERIES								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$20,000 \$83,000	Dr. \$1,000	\$5 for half year ending 30.6.1910	6 %	\$145 sellers
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$133,893	\$3 for 1907	...	\$15
MIMING								
China Engineering and Maling Company, Ltd.	1,000,000	£1	£1	£1,280,000	£1,4435	Interim of 1/6 for 1910 (coupon No. 14) First year	9 %	Tls. 15 sellers P. 10
Headwaters Mining Company	50,000	P. 10	P. 10	none	none	
Raub Australian Gold Mining Company, Limited	150,000	£1	£1	£4,378	none	8/- per share 1/3rd dividend	5 %	\$7 sellers 30/-
Oriental Consolidated Maling Co., Ltd	50,000	G. 10	G. 10	none	none	Final of Gold \$0.65 for 1909 in all G. \$1.15	...	
DOCKS, WHARVES & GODOWNS								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$25,075	Dr. \$8,460	\$1.75 for year ending 31.12.05	...	\$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$550,000 \$21,093 \$10,000	\$264,847	\$14 for 1909	41 %	\$54 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$58,114 \$221,000	Tls. 1,765	3/- for half year ended 30.6.1909	...	£49
Shanghai Dock and Engineering Co., Ltd.	Tls. 55,700	Tls. 100	Tls. 100	Tls. 1,000,000	Tls. 6,826	Final of Tls. 31 making Tls. 6 in all for year 30.6.1909	8 %	Tls. 23
Shanghai and Hoogkow Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,537 Tls. 30,000 Tls. 125,000	Tls. 9,322	Interim of Tls. 3 for 1910	7 %	Tls. 108
LANDS, HOTELS & BUILDINGS								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,000,000 \$15,000 \$15,000	Tls. 1,414	Tls. 6 for year ending 29.2.11	5 %	Tls. 97 sellers
Central Stores, Limited	50,723	\$25	\$15	\$1,000,000 \$15,000 \$15,000	Tls. 2,014	8/- for 1909	6 %	195 sellers
Hongkong Hotel Company, Limited	13,000	£50	£50	£643,075	£24,012	5/- on old shares \$1.50 on new shares for half year ending 30.6.10	51 %	195 sellers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$10,000,000 \$10,000,000 \$10,000,000	\$17,074	Interim of \$1.50 for 1910	7 %	195 sellers
Humphreys Estate & Finance Company, Limited	150,000	\$20	\$10	\$126,045	\$1478	45 cents for 1909	8 %	195 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$15,000	\$269	\$21 for 1909	8 %	\$21 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 6,969	Interim of Tls. 3 for 1910	61 %	Tls. 191 sellers
West Point Building Company, Limited	12,500	\$250	\$50	none	\$1,958	Interim of \$1.80 for 1910	61 %	\$39 sellers
COTTON MILLS								
Two Cotton Spinning and Weaving Company, Ltd.	20,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 40,000 \$10,000	Tls. 10,993	Tls. 11 for year ending 31.10.09	81 %	Tls. 103 sellers
Hongkong Cotton-Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$10,000,000 \$10,000,000	\$9,553	50 cents for year ending 31.7.08	...	\$34 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 1,75,000	Tls. 8,873	Tls. 71 for year ending 30.6.09	10 %	Tls. 50 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 6,829	Tls. 6 for 1909	10 %	Tls. 50 sellers
Sky Glass Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 50	Tls. 51,173	Tls. 25 for 1903	...	17 %	\$220 buyers
MISCELLANEOUS								
Bell's Asbestos Eastern Agency, Limited	8,604	£1/5	£1/6	£1,500	£545	15 % per share for 1909	...	18 sellers
China-Burco Company, Limited	60,000	£12	£12	£60,000	Nil	60 cents for 1909	61 %	\$9 sellers
China Light and Power Company, Limited	50,000	£5	£5	£50,000	£50,242	60 cents for year ended 18.2.06	...	\$120 sellers
Do. Do. Special shares	50,000	£1	£1	£1,000	£1,600	80 cents for 1909	19 %	\$8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	£10	£10	£1,000,000	£1,892	\$1.20 for year ending 31.7.09	61 %	\$174
Dairy Farm Company, Limited	40,000	£7	£6	£1,000,000	£4,290	Interim of 15 cents per share for 1910	10 %	\$4,65 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000,000	£10,100	14 per cent. viz. \$1.40 for 1909	12 %	\$12 sellers
H. Price & Company, Limited	12,000	\$10	\$10	\$10,000,000	£6,70	A dividend of \$1.20 per share and a bonus of 10 cents per sh. for year ended 28.2.10	20 sellers	
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$10,000,000	£11,798	Interim of \$1 per share for 1910	6 %	\$135 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$10,000,000	£11,616	Final of \$1 making in all \$2 for 1909	9 %	\$10 sellers
Hongkong Rose Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000,000	£11,796	Interim dividend of Tls. 1.25 15th March	5 %	Tls. 1,050
Maatschappij tot Mijns, Boven- en Landbouwsp. plattel. in Langkawi, Limited	25,000	G. 100	G. 100	Tls. 1,15,000 Tls. 61,243	Tls. 216,682	Tls. 1.25 15th June & Tls. 1.50 15th Sept.	5 %	185 sellers
Peak Tramways Company, Limited	25,000	\$10	£2	£20,000	£3,014	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.6.10	51 %	185 sellers
Peak Tramways Company (new)	30,000	\$10	£2	none	£18,640	None	5 %	185 sellers
Philippine Com., Limited	75,000	\$10	£2	none	none	185 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,820 Tls. 100,000	Tls. 4,520	No dividend this year	2 %	Tls. 122 sellers
Societe des Pulperies et Papeteries du Tonkin	13,200	Benefit shares	25	none	none	First year	...	50 sellers
South China Morning Post, Limited	6,000	£25	£25	none	none	None	...	50 sellers
Steam Laundry Company, Limited	20,000	£25	£25	none	Dr. \$1,000	10 % for year ending 31st May 1912	8 %	Hongkong currency
Union Waterbowl Company, Limited	50,000	\$10	\$10	\$10,000				